



# DAILY COURIER

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See first column on first page for particulars advertising.

## AUGUST ELECTION.

### DEMOCRATIC NOMINATIONS.

FOR GOVERNOR,  
**HON. BERNARD MAGOFFIN,**  
of Mercer.

LIEUT. GOVERNOR,  
**HON. LINN BOYD,**  
of McCracken.

AUDITOR,  
**GRANT GREENE,**  
of Henderson.

TREASURER,  
**JAMES H. GARRARD,**  
of Franklin.

SUPERINTENDENT PUBLIC INSTRUCTION,  
**ROBERT RICHARDSON,**  
of Kenton.

REGISTER LAND OFFICE,  
**THOMAS J. FRAZER,**  
of Breathitt.

PRESIDENT BOARD INTERNAL IMPROVEMENTS,  
**JAMES P. BATES,**  
of Barren.

ATTORNEY GENERAL,  
**A. J. JAMES,**  
of Franklin.

LOUISVILLE:  
TUESDAY, FEBRUARY 1, 1859.

Reading Matter on every page.

Notice.

The meeting of the Democratic City Convention has been postponed from MONDAY to WEDNESDAY EVENING, February 2, on account of a misunderstanding about the use of the Hall at Masonic Temple. The Delegates to said Convention are requested to meet at Masonic Temple, on WEDNESDAY EVENING, Feb. 2. By order of the EXECUTIVE COMMITTEE.

France and Central America.

Felix Belly, the Frenchman who crossed the ocean last year, and figured extensively upon the Isthmus, has written a letter to Napoleon III, in behalf of the people of Central America. The epistle is several columns in length, and is going the rounds of the press, either as a whole, in parts, or through editorial references. We cannot think of publishing his long effusion, but can give it a passing notice.

The Frenchman's name is all wrong. It would suggest that he is a happy Belly. On the contrary, he seems to be the most miserable Belly borne on two legs. He is as fussy as if he had eaten all the onions, garlic, and sweet potatoes produced upon the Isthmus in their sojourn there. The different parts of the body in the fable of Aesop did not fall into more of a mess with the stomach than that Belly has with different and important members.

The leading idea of this mad Belly seems to be based upon the ascendancy of three great races in Europe—the Latin, headed by France, the Scelti by Russia, and the Teutonic by Germany. He thinks that the Latin race, as represented by the French, are to master the other two on the continent of Europe, and that this field of action is not large enough for them. They must cross the Atlantic, and form an alliance, for the protection of their kindred races in South America and the West Indies, against the encroachments of the American Saxons, or United States. In other words, he would have Napoleon take such steps as will sever Central America, etc., to France, or at least prevent them from being in any way connected with this Union.

We, of this country, will not attempt to prevent this rumbling Belly from letting off just as much gas as the above character as will give him ease and comfort. But gas is all that we will stand. It is the destiny of this great Republic to swallow up all the lands upon the western hemisphere that may be needed for any purpose, whatever. We shall begin with Cuba—the key of the Gulf. We must have this island, and the getting of it is only a question of time. England is not going to interfere with us, Russia would as soon we would have it as not. Germany does not care a cent, and if France, Spain, and other powers cut us up, we will slightly thrash them, and there end the matter. All the garlic, frogs, etc., that Mr. Belly can eat, won't make him and France noisy enough to keep us from getting Cuba one of these fine days.

To the rest of this continent that we may want at different times, we shall take it as we need it. We care not for any protectorates that France may establish here, or any possessions she may acquire. She once owned Louisiana, and we got that from her, and we will get whatever else she may acquire in this region when we want it.

Some of our people are thinking strongly of portions of Mexico, Central America, etc., and more of them will think stronger hereafter. The French Belly had better grumble and growl about other matters. He eats his garlic to no purpose, when it makes him gas about French dominion on this continent in opposition to that of the stars and stripes. Americans don't intend that France or any other foreign power shall interfere with any acquisition they may make up their minds to on this side of the Atlantic. We don't intend to interfere in Europe, Asia, or Africa, but in America we intend to have things pretty much our own way. This is not boasting; it is manifest destiny—the mere recording of a fact plain to any philosophic observer of what is going on in the political world. First Cuba, next the Southern Pacific Railroad, and then all else will follow as we will. Such is our destiny, and resistance is vain.

The Presidency in 1860—Hon. James Guthrie.

The Auburn Democrat, a New York paper, in casting round for a candidate who can make a successful race for the Presidency in 1860—a man who will combine strength, both at the North and the South, and rally the forces of the East and West under a common standard—has fallen upon the Hon. James Guthrie, of Kentucky. After sketching a platform decried in national in character, he gives some reasons why Guthrie should be preferred to all other aspirants before the Glasgow Convention, the editor speaks in the following complimentary terms—complimentary alike to his ability, his integrity, his official acts, and his public career of our distinguished fellow citizen. Seventy thousand Democratic voters in Old Kentucky will second these complimentary words, and the great heart of the people will beat with joyous response.

That Mr. Guthrie is one of the first men in our country in point of ability, no one can doubt who is familiar with his history, and more particularly with his able administration of the Treasury Department.

No man has been there, out of the gallery of intellect, who has displayed a higher order of Executive ability. Alexander Hamilton himself not excepted. The revenue laws were interpreted and administered with a fairness and a satisfaction both to the government and to its constituents, and the mass of undignified and often incongruous instructions reduced to a code so simple and harmonious that every man could understand them. The laws are mentioned in the following words: "The laws are made simple and clear, and every man can understand them." And so seventy-six to thirty-one millions of dollars were collected.

In a little over two years, the amount of the debts was paid off, and the balance was found practicable, this formidable amount was reduced to \$24,739,000. This may serve as a single illustration of the temper, vigor, and energy with which his department was conducted, and the manner in which he gave entire confidence to his subordinates, and all who were in his service.

The mass of public confidence in his personal and official integrity, was "not only pure but also suspicion"—above even the calumnies and assaillants of those who meditated upon the public treasury. He had been banished, and who would have imagined his character had they thought any one could be found who would give them credence. In silence they should have baffled and discomfited—waiting for a more favorable opportunity to consummate their designs.

The cardinal measure of the Democracy (upon which, it is remembered, it was defeated in 1840), was the removal of the Whigs from office, and their place on the state book in 1844. Mr. Guthrie entered upon his duties in fact, the Whigs continued to hold the law and the oaths of office, and accordingly enforced it *per se*.

It was done promptly and fully—without any inconvenience to the Government or the public, save only the per se establishment whose members had got so accustomed to finger-

ing the Government cash, that they fancied they had a right to the deposits. The resentment of these gentlemen and those politicians who were connected with them, however, caused no response of sympathy from the country.

It is needless to say that Mr. Guthrie fully and cordially concurred in all the leading measures of the sound and constitutional administration of Gen. Pierce.

He has ability, experience, statesmanship, public virtue and firmness, and the widest popular sympathy, and is emphatically a general material qualification which such training imparts. He has had ability, experience, statesmanship, public virtue and firmness, and the widest popular sympathy, and is emphatically a general material qualification which such training imparts.

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# COURIER

At and River News.

LEAVING TO-DAY.

COUSINS' ADVERTISEMENTS

WALDRON, DUNN, Cincinnati.

JORD, IRVING, N. O.

YOH, MARKE, Pitts.

SNAT, BRICK, St. Louis.

FRANZ, W., W., Louisville.

ARA DEAN, C. M., Henderson.

EMMA DE VILLE, Covington.

EMPEROR, Conner, Leavenworth.

DACTAR, H. L., Ligert, Nash.

SARACEN, Roberta, N. O.

The River was falling very slowly yesterday, with about six feet and a half water in the canal, by the mark. On the falls there were five and a half feet in the pass, and four feet eight inches steamboat water. The weather continues clear and cool, though very cloudy in the afternoon, and we expect rain to-morrow.

At Pittsburg yesterday the river was receding very slowly, with full nine feet water in the channel, which is as we anticipated a good deal higher, and all the fleet had started early and no damage to the broadings or banks of yesterday.

At Cincinnati the river was receding slowly, and the next report will probably be of a rise. At Parkersburg Saturday night the river was rising.

The De Verne, Arizona, and Dagobah passed Parkersburg Saturday night for lower ports.

The Cumberland was slowly swelling Saturday, with ten feet water on the shoals.

"We are obliged to Mr. Archer, clerk of the National, for papers and memoranda, forwarded from Cairo."

The Granite State arrived from St. Louis yesterday evening, loaded to the guards with freight, including 100 bags of coffee, and 400 tons of coal.

The Leviathan is the pleasure Jacob Strader is the regular mail and passenger packet for Cincinnati to day at noon. She connects with all the early trains for the East, and through tickets can be obtained of R. S. Dunning, the popular clerk.

The Bracelet, for Green river, did not get away Saturday, but will start Monday morning barrels of salt from the Windsor, and went over the falls under the pilotage of Capt. John Cummins.

**THE LAST COLLISION CASE.**—The inspectors of this district, yesterday, were engaged in taking the testimony of various witnesses in the collision of the Delegate and Ella last Friday, in the lower Ohio.

The New Albany Ledger, last evening, says the New Uncle Sam was receiving freight for the South, and would be ready to start in about a week.

**THE CINCINNATI COMMERCIAL,**

The last arrivals from above report a light rise out of the Mississippi, and thinning ice as low down as the Gulf of Mexico.

The Jesse K. Bell goes to Louisville to-day, after a cargo of sugar and molasses from the Ed. Walmsley.

The New Orleans, with 110 bushels of coal, sailed Saturday, with 110 bushels of coal, enigmatical to Capt. Smith, Jr., of this city.

The New Orleans, Saturday night, when near Madison, encountered a snag, which carried away a portion of her larboard guard, together with a portion of the bottom. The boat was detained six hours hunting for the lost extension—tens of miles of which were recovered.

**EXPORTS.**—The receipts of the several leading articles by river, during the past few days, have amounted to 1,000 bags of bacon, 1,000 bags of rope, 120 bushels of hemp, 8,000 bags of grain, 1,549 barrels of whisky, 6,769 packages of merchandise, 569 hds. and 109 barrels of sugar, 1,904 bags of flour, 1,000 bags of tobacco, 504 tiers of hats and 25 boxes of tobacco, 360 bags of lard, 42 boxes of cotton, 260 bags of yarn, 1,186 bags of paper, 678 packages of iron, 100 barrels of tar, 700 bags of soap, 100 barrels of clover seed, 750 bags of nails, and 1,000 bags of cotton.

The table of imports by the river for the month, is published in another column. It includes 3,041 bags of cotton.

The Glendale, from Memphis on Sunday, had a fair load for the East.

The Hobo J. W., from New Orleans, as we learn by special dispatch to the agents, passed Vickburg on Sunday evening. She may be expected in part Friday night, and is advertised to return on Saturday.

The Mississippi at St. Louis, Saturday evening, was again flowing, though not so rapidly, and we learn from the Republican of St. Louis, that the upper river was rising slowly at Keokuk, and no ice to interfere with navigation below Keokuk. Only four and a half feet of the channel between the two cities.

The Illinois river is open 27 Peoria, and clear of ice from Liverpool to the mouth. It is half-full of water and has a current of six miles per hour. We learn from Liverpool on their way to Peoria, and the ice is too strong for her return and stored her freight at Peoria. A few hours afterward the Alton from Peoria, having broken through the ice, came out and cut out safely. The Editor will be able to go to Peoria Saturday.

We have no news from the Missouri river, and have heard nothing late from the Sioux City and E. M. Ryerson.

The J. C. Swan, Capt. Ike Jones, a St. Louis packet, left New Orleans Friday evening, for this port.

The Defender, from Pittsburgh, arrived at New Orleans Friday.

The gallant Woodford, from New Orleans, is due to-morrow, with 300 tons of groceries.

St. Louis, Nov. 2.—The Explorers Tow Boat. The tow boat which exploded in the Lower Ohio the other day, was neither the Trade Water Belle nor Walter Ford, as was published, but the Walter Farmer, an old shipper of tow boats. The boat was built at Pittsburg a dozen years ago, and had been outlived for several years.

Among the Sunday sunnys at Cincinnati was a fight between the river police and the officers of the R. F. S. S. The mate of the boat, who had a row with a steamer for stealing a lump of sugar, was hit in the head with a hatchet. He was backed by the Captain, and a compromise was effected without a surrender.

The Republic, Capt. Sam Montgomery, is due from New Orleans.

The Mail Letters Between Cairo and Memphis—Now comes the news that the carrying of the mail between Memphis and Cairo is to be suspended for a time. The St. Louis papers we learn that the Philadelphia, the last boat running on the line, had laid up, turning over her freight, etc., to others, and one of them has the following:

The Philadelphia very unexpectedly stopped receiving freight for this movement, we understand to be that he has sent his men to the mails now, through some misunderstanding, no doubt of the postoffice officials. Capt. Dan Able is now in Washington City, setting to the adjustment of the matter.

The contractor probably made to cheap a boat which can't keep up the line. The Louisville and Memphis men, in the meantime, are accommodating the public by carrying the mails wherever they are offered.

The Umpte No. 2, yesterday, had a fair trip from Kentucky river. Her return has been postponed until Thursday, in order to perfect certain repairs.

**THE GRAND DUKE.**—Capt. Applegate, had steam raised yesterday on board his great packet, the Grand Duke, to test her joints and try the engines. She was found all right, and everything worked well. The packet is now receiving her magnificent outfit and finished pack, and stars South on Saturday evening next. Capt. Dan Able is now in Washington City, setting to the adjustment of the matter.

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